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Atty. Docket: JT-3166-US

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

#5/A  
Dyson  
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In re Application of:

Clarence E. Blanchard : Group Art Unit: 3617

Serial No.: 09/927,719 : Examiner: Wright, A.

Filed: August 11, 2001

Title: AXIAL-FLOW OUTBOARD JET  
PROPULSION SYSTEM

RECEIVED

JUN 25 2002

GROUP 3600

Hon. Commissioner of Patents & Trademarks  
Washington, D.C. 20231

AMENDMENT

Sir:

In response to the Office Action dated March 20, 2002  
in the above-referenced patent application, the Applicant  
requests that the following amendments be entered:

IN THE SPECIFICATION:

Amend the paragraph that begins on page 1, line 7, as  
follows:

Jet-powered boats can be categorized in part in  
accordance with the types of propulsion systems used. The  
powerhead can be mounted either inside the hull or outside the  
hull. In the latter case, the powerhead is mounted on the  
transom portion of the boat hull and is detachable. Another  
type of system, called a stern drive system, and sometimes  
referred to as an inboard-outboard system, utilizes a  
powerhead mounted inside the hull of the boat with a portion  
of the drive unit extending through the transom. These systems  
create thrust through rotation of a ducted impeller, which  
draws water from ahead and impels the water rearward to propel  
the boat forward.

Amend the paragraph that begins on page 1, line 19, as follows:

To facilitate use of water jet-propelled boats in shallow water, it is known to mount the ducted [an] impeller at an elevation such that the propulsion system does not project below the bottom of the boat hull. This can be accomplished, for example, by installing a duct in the stern of the boat, the duct being arranged to connect one or more inlet holes formed in the bottom of the hull with an outlet hole formed in the transom. The water jet is then installed outside the hull in a position such that the water jet inlet is in fluid communication with the duct outlet at the transom. Alternatively, a water tunnel is formed in the bottom of the hull which is open at the bottom and at the transom. A water jet propulsion system is then mounted to the transom by means of a mounting adapter, the inlet of the propulsion system being in fluid communication with the water tunnel via the adapter.

Amend the paragraph that begins on page 5, line 8, as follows:

A steering nozzle [20] 22 is pivotably mounted to the exit nozzle by means of a pair of pivot pins 24 (only one of which is visible in FIG. 1) which are coaxial with a vertical axis. This allows the steering nozzle to be pivoted from side to side for directing thrust to one side or the other for the purpose of steering the boat. The water exiting the steering nozzle creates a reaction force which propels the boat forward. The angular position of steering nozzle 22 is controlled by a steering rod 23, which is pivotably coupled to a clevis at the end of a lateral steering arm 25. The water flow exiting the steering nozzle 22 can be reversed by activation of a conventional reverse gate 28, which is actuated by a shift rod not shown. The reverse gate 28 blocks the rearward